

SECURITY INFORMATION

COUNTRY Eastern Germany

REPORT

TOPIC Brand Airfield

50X1-HUM

EVALUATION \_\_\_\_\_ PLACE OBTAINED \_\_\_\_\_

50X1-HUM

DATE OF CONTENT \_\_\_\_\_

DATE OBTAINED \_\_\_\_\_

DATE PREPARED \_\_\_\_\_

11 August 1952

REFERENCES \_\_\_\_\_

PAGES 3 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

1. The following aircraft and air activity were observed at Brand ai50X1-HUMween  
13 and 26 June 1952:

13 June. At 6 a.m., 16 type-27 jet bombers and 1 type-30 jet bomber were counted at the field. The aircraft were arranged near the flight control station from west to east in a group of 6 type-27s, 1 type-30 and two groups of 5 planes each. The type-30 \_\_\_\_\_ took off at 7:10 a.m. and landed at 7:30 a.m. Take-offs were made by a type-27 \_\_\_\_\_ at 7:35 a.m. and another type-27 \_\_\_\_\_ at 7:45 a.m. The latter plane towed a sleeve target shortly after its take-off. After 20 minutes the sleeve target was dropped over the field. Subsequently individual type-27s took off at intervals of about 15 minutes.

\_\_\_\_\_ Flying was discontinued about 5 p.m. 50X1-HUM  
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16 June. At 7:15 a.m., 17 jet bombers were counted at the field. A type-30 \_\_\_\_\_ took off at 7:30 a.m. and landed at 7:50 a.m. The sky was almost overcast, the cloud base being at an altitude of about 250 meters. Three type-27s successively took off at 7:55 a.m. The planes assembled in a wedge formation. Two planes landed after about 25 minutes, while the third plane returned to the field only at 2 p.m. 17 June. There was no air activity at the field. 50X1-HUM

18 June. A type-30 \_\_\_\_\_ and three type-27s \_\_\_\_\_ practiced flying.

20 June. A type-30 \_\_\_\_\_ took off at 8 a.m. and landed at 8:20 a.m. Subsequently, other take-offs and landings were made by 6 type-27s \_\_\_\_\_ and 2 type-30s \_\_\_\_\_

The planes remained aloft for 15 to 20 minutes. Individual local flights were usually made. It was observed twice that two type-27s \_\_\_\_\_

\_\_\_\_\_ flew close to each other at an altitude of 200 to 300 meters. At 8 p.m., 18 jet bombers were counted at the field.

23 June. There was no flying. Nineteen jet bombers, including 2 type-30s, were parked at the field. 50X1-HUM

24 June. Night flying was practiced by jet bombers between 9:30 p.m. and 1:45 a.m. on the next morning. The individual planes took off at intervals of about 15 minutes. The aircraft flew with set position lights.

26 June. Flying started at 8 a.m. The sky was overcast, and the cloud base was comparatively low. A type-30 \_\_\_\_\_ took off at 8 a.m. and landed at 8:30 a.m. Another type-30 \_\_\_\_\_ took off at 8:35 a.m. Subsequently, there was flying by jet bombers, including four type-27s \_\_\_\_\_

\_\_\_\_\_ At 1 p.m., three type-27s took off at short intervals and, subsequently,

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three other planes followed. The planes zoomed and landed after 40 minutes. After landing, they taxied back to the runway and again took off for local flights lasting about 5 minutes. Subsequently, other jet bombers took off and landed. The last landing was observed about 4:30 p.m.

2. [redacted], some of the officers and 50X1-HUM  
EM were detached to another airfield. \*
3. An AAA emplacement was observed in the eastern section of the field along the road from Krausnick to Brand railroad station. About 10 guns were emplaced there in a semi-circle which was open to the north. Eleven tents were erected north of the emplacement. A twelfth tent was under construction on 20 June. 50X1-HUM
4. The following observations were made at the field between 23 and 28 June:
  - 23 June. There was no flying at day and night in rainy weather.
  - 24 June. The runway lights were switched on at 8:35 p.m. The first take-off was made by a jet bomber at 9:33 p.m. Other take-offs followed at 9:36, 9:53 and 9:57 p.m. A plane landed at 10:05 p.m., taxied to the end of the runway and along the southern taxiway to the take-off point. Further take-offs were made at 10:13, 10:16, 10:31, 10:35, 10:51 and 10:55 p.m. 50X1-HUM
  - 25 June. Work on the extension of the hardstand had to be stopped at 9:30 a.m. Between about noon and 6 p.m., there was flying by aircraft which took off individually. At 9:30 a.m., 21 planes were counted on the hardstand.
  - 26 June. Flying was observed between 9 a.m. and noon. Two planes flew until 10 a.m. and three planes from 11 a.m. [redacted] Then plane [redacted] took off, [redacted] observed at a distance of about 20 minutes that one man each was in the plexiglass nose, the pilot's cabin, and the rear gunner's station. All three men had a tightly fitting leather helmet with headphones. At 11:30 a.m., a type-30 [redacted] 50X1-HUM stood on the hardstand and was refueled from tank truck [redacted] Eight soldiers wearing flying suits stood in front of the plane. They were given instructions for about 45 minutes by an officer who wore a flying suit and a visor cap. 50X1-HUM
  - 27 June. [redacted] there was intensive flying between 7 a.m. and 4 p.m. Firing was practiced at a sleeve target. A total of 19 planes were counted on the hardstand.
  - 28 June. No flying was observed up to 1:30 p.m. Nineteen planes were parked on the hardstand.
5. The flying personnel did not wear insignia on the flying suits. [redacted] flying was controlled by the flying instructor from a radio installation at the hardstand. 50X1-HUM
6. [redacted], there was no flying on 30 June and 1 July, but flying was practiced on 2 July between 3 a.m. and 4 p.m. 50X1-HUM
7. It was extremely difficult to approach the AA gun emplacement at the field. On 28 June, even Major Mironenko was forbidden admittance to the AA gun emplacement by an AAA officer. Thereupon, Mironenko complained to Wunsdorf Kech Office and demanded that the AA gun emplacements be inspected because of many thefts which had occurred there. About noon on the same day, Colonel Tulyakov (fnu) of the Potsdam Kech Office appeared and fixed 30 June for a joint inspection of the AA emplacements.
8. In late June, a total of 1,400 men were employed for construction work at the field. The underground construction work was accomplished by the Bauunion Berlin. The orders for underground construction work were given by the air force construction staff in Werder and for the construction of the cantonment and settlement, by the

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Kech office in Muensdorf. Underground work was supervised by Major Mironenko (fnu) and the other construction work by Major Klyukin (fnu). Work in the settlement, which was referred to as Staedtchen, was executed by the VMB SDB Luckenwalde.

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\* Comment. The crews who were allegedly detached to another airfield probably are those soldiers who, together with some jet bombers, were assigned to the southern Bnr Div for retraining purposes. Type-27 and type-30 aircraft

belong to the bomber regiment in Brand have been stationed at Cottbus and Kernauchen airfields since early 1952. The crews of these aircraft probably remained with the Southern Bnr Div as instructors. 50X1-HUM

\*\* Comment. The construction project referred to as Staedtchen consists of billets were to be completed by 20 July 1952. The airfield is possibly intended to be occupied by another unit, possibly a regiment of the Southern Bnr Div. 50X1-HUM

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